Kenilworth Railway Station, Bailey Buildbase, Priory Road, Kenilworth
Planning Statement

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Appendix 2
Site Location Plan – Proposed (ARC – 002 Rev 06)
(Illustrative only)

Appendix 3
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Appendix 4
Planning History
Executive Summary

Introduction

1. An outline planning application to develop a new station at Kenilworth is submitted by WCC to WCC Planning Authority under Regulation 3 of the Town and Country Planning (General Regulations) 1992. The Council is developing the Station in partnership with John Laing Investments Limited.

2. The proposal includes the construction of a railway station including the station building, platforms, a car park, a DDA compliant footbridge connecting the two platforms and direct highway access onto Priory Road. The application also seeks to retain the existing Lighthouse building on the site with flexible use for either A2 Financial and Professional Services or C3 Residential.

3. The station is located on the Leamington Spa to Coventry rail line and will provide direct journeys to Coventry, Leamington Spa and London and by changing trains to Warwick, Stratford upon Avon and Birmingham. The planning application is accompanied by a suite of documents addressing transportation, design, access and environmental issues. The scope of the accompanying information has been discussed and agreed with officers at Warwickshire County and District Councils.

4. An Environmental Impact Assessment Screening Opinion has been submitted, however the County Planning Authority determined that the proposal does not constitute EIA development.

5. The station will be developed on land allocated for use as a railway station and will meet an established demand identified through the current and emerging Local Transport Plans and the Warwick District Local Plan. It will enhance the public transport provision in Kenilworth for commuters and visitors, utilise an existing brownfield site and will be within walking distance of a large catchment population.

6. In addition to improving public transport opportunities between sub-regional, regional and national urban centres, the station will contribute to increasing rail network accessibility and optimising existing infrastructure, improving access to employment and reducing overcrowding on existing rail services.

7. The scheme will be developed in two phases. Phase One will include construction of the station building, car park, access road, platform, CCTV, public address and customer information systems. Phase Two will involve construction of an additional platform, a DDA compliant station footbridge and additional lighting, CCTV, public address and customer information systems.

8. The station is programmed to open in 2013 with an estimated 6 month construction period for Phase 1 of the development.

9. The application site is currently used by Bailey Buildbase as a builder’s merchant yard and retail area. Network Rail own the track and trackside land. Warwickshire Council is in the process of purchasing the site and relocating Bailey Buildbase to another site in the town. Highway access into and out of the site is currently taken from Priory Road and this access will be retained.

10. In land use terms, the site is not subject to any environmental or landscape designations but is close to Kenilworth Conservation Area. It is located within Flood Zone 1 which is the least vulnerable to flooding.

11. The site is located within the Kenilworth urban area within walking distance of the town centre. The town provides facilities for tourism and a good range of shops and services for local
residents. The site was originally used as a railway station dating back to the mid 1800s. It was closed in 1965 and has been in use as a builder's merchants since the 1970s. Since the closure of the former railway station, the population has increased to circa 24,000 inhabitants. There is therefore a strong catchment and visitor population who would use the station. In this respect the site is within walking distance of over 80% of the town's population.

12. The site is located within a mixed use area including residential properties and some commercial premises opposite the site entrance on Priory Road.

Proposed Development

13. Phase 1 of the proposals will include removing all existing buildings from the site and construction of a new station building including ticket office, waiting room and toilets. The Lighthouse building, which is currently in use for the sale of lighting, will remain with flexible use sought for either A2 Financial and Professional Services or C3 Residential.

14. A single platform of circa 200m in length will be constructed adjacent to the station building. The car park will include 88 spaces including disabled, motorcycle, bike racks, a bus stop and taxi waiting area. Hard and soft landscaping will be included. Access will remain from Priory Road with an in-out loop suitable for cars and buses and emergency vehicles. Phase Two will include extending the existing Phase One platform.

15. The development will generate both construction jobs and permanent full and part time jobs once complete. The station will be operational from 5.30am until 10.00pm although the timetabling decisions for trains are subject to final agreement by Network Rail and the Department for Transport (Rail).

16. Although the application is in outline, the Design & Access Statement provides an indication of how the station building may look and an illustrative layout accompanies the submission.

17. In addition to consultation with the Council, discussions have been held with the British Transport Police, Environmental Health Officers, Network Rail, Museum Field Services and County Council ecologists. Further, market research has been carried out in Kenilworth in relation to travel behaviour. Of the 1,000 people surveyed, 85% of Kenilworth residents and 47% of visitors said they would use the station.

Planning Policy

18. Both the 'Eddington Transport Study' and the following document 'Delivering a Sustainable Transport System' set out a number of goals including improving the performance of existing transport networks, improving connectivity and reliability, reducing emissions of carbon dioxide in particular from road transport and providing connections to and from rural areas and market towns. The documents noted that the increase in the use of rail is predicted to continue and the Government therefore encourage private sector investments and private public partnerships in delivering transport infrastructure.

19. A common theme of all national planning policy is the delivery of sustainable development particularly where it can assist economic development and has social benefits. The station proposals will meet all three of these aims and therefore accords with this aspect of planning policy.

20. In particular, the development will meet the objectives of delivering a sustainable transport system; contribute to economic growth in relation to job creation and additional spending due to the increase in visitors to Kenilworth; the site is in an urban brownfield location close to a catchment population; and is accessible by a choice of travel modes which will allow effective train, bus, taxi, cycle interchange.

21. In relation to Local Plan policy, the Warwick District Local Plan and the Local Transport Plans allocate the site for a railway station in response to local demand and introducing a step
change in public transport provision within the north-south corridor.

22. The Local Plan’s Development Policies control layout, design, impact upon neighbouring amenity, access, energy efficiency and accessibility. All of the policies have been taken into account in the design of the proposals.

Justification

23. There are no reasons why the application site should not be redeveloped for a new railway station and associated works. It is allocated for this purpose within the Warwick District Local Plan; is not subject to any protective environmental designations; is an urban brownfield site; and is in close proximity to the existing services and facilities at Kenilworth town centre. It is supported by planning policy and guidance at all levels which seeks to secure sustainable development and the analysis of various environmental reports concludes that the redevelopment of the site for the proposed use is acceptable subject to appropriate mitigation.

24. In economic terms, the development of the site accords with the principles of PPS4 which encourages sustainable economic development. The proposal will comprise an energy efficient development and it is anticipated that there will be an overall reduction in carbon dioxide emissions as a result of the switch from car use to train travel. The site is accessible by a range of transport modes and is within walking distance of the great majority of Kenilworth’s population.

25. Although the application is in outline it is envisaged that at reserved matters stage, the proposed development will secure a high quality inclusive design which will make a positive contribution to the character of the local environment. Further a window which has been preserved from the 1884 station building is proposed to be incorporated into the design of the new station.

26. Visitor numbers are likely to increase as a result of the increased accessibility of Kenilworth and the proposals will provide permanent and temporary jobs accessible to the local population.

27. In visual terms, the application proposals will result in a significant improvement to both the application site and surrounding area in terms of design quality, efficiency of use of land, landscaping and environmental considerations. These matters are fully addressed in the Design & Access Statement.

28. The Transportation Assessment concludes that the proposal accords with transport policy at all levels in supporting economic growth, reducing transport emissions, contributing to safety and equality of opportunity. The site is ideally located in terms of its catchment population and accessibility by public transport.

29. The proposed car parking capacity is sufficient to accommodate demand now and in the future and the traffic impact of the proposed development will be minimal with no detrimental effect on the local road network demonstrated in either the opening year or future year assessment.

30. A series of environmental reports have been produced by Atkins which conclude that there are no significant environmental issues which would prevent the development from proceeding, subject to mitigation where appropriate. In this regard a further ecological survey is being undertaken, a land contamination survey is recommended but has been confirmed by WCC Ecologists as something that could be appropriately conditioned; the noise, air quality and cultural heritage impacts would be negligible and therefore no mitigation is necessary.

Conclusion

31. The proposed new Kenilworth railway station is promoted by a public/private partnership between WCC and John Laing Investments Ltd. The station will be located on the former
railway station site which is currently allocated for a new railway station in the Warwick District Local Plan and named as a policy aspiration in the current and emerging Warwickshire Local Transport Plans.

32. The application proposal accords with planning policy at all levels of the hierarchy as it will provide a sustainable facility which will generate economic growth and is accessible by a choice of means of transport to a large catchment population.

33. There are no transportation or environmental reasons why the development should not proceed, subject to appropriate mitigation.

34. There is an identified demand for a station in Kenilworth and recent surveys indicate that the majority of the local population and visitors are in support and would use the facility. Importantly, in providing an alternative to car use for commuting and visitor trips the station facility has the capacity to assist in reducing carbon dioxide emissions.
1. **Introduction**

The Application

1.1. Warwickshire County Council (WCC) is progressing development of Kenilworth Station in partnership with John Laing Investments Limited. This Planning Statement is submitted in support of the outline planning application for the construction of a railway station, incorporating access from Priory Road, car park and associated infrastructure on land currently occupied by Bailey Buildbase, Priory Road in Kenilworth and to establish use of the existing 'Lighthouse' building on the site for either A2 Financial and Professional Services or C3 Residential. The Site Location Plan in Appendix 1 shows the red line boundary and highlights in blue land in the ownership of Network Rail. The existing footbridge is excluded from the application site boundary.

1.2. The planning application is submitted by WCC to Warwickshire County Council Planning Authority under Regulation 3 of the Town and Country Planning General Regulations 1992 (SI1492).

1.3. The application is submitted in outline with all matters reserved for future determination. The extent of the development which is proposed at this outline stage is provided in the Design and Access Statement and the accompanying Illustrative Layout Plan at Appendix 2.

1.4. The Station will be located on the existing Leamington Spa to Coventry rail line. The site is located close to the town centre of Kenilworth and the proposed station forecourt will include car parking facilities, bus and taxi access, cycle racks and is very accessible on foot from all directions.

1.5. The Planning Statement forms part of a suite of documentation to be submitted with, and in support of, the outline planning application including:

- Application Forms and Certificates;
- Application plans;
- Design and Access Statement;
- Transport Assessment;
- Noise and Vibration Assessment;
- Air Quality Assessment;
- Ecological Constraints Report;
- Cultural Heritage Assessment;
- Contaminated Land Desk Study Report; and
- Sustainability Statement.

1.6. The proposals have been subject to pre-application discussions with officers at WCC and Warwick District Council in order to understand the requirements regarding the supporting environmental information required for the submission.

1.7. A formal Environmental Impact Assessment (EIA) Screening Opinion was submitted in
accordance with Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999. The planning authority has determined that the proposal does not constitute EIA development.

1.8. The proposal has been developed with regard to the social, environmental and economic context of the site and surrounding area. It will meet an established demand identified through the current and emerging Warwickshire Local Transport Plans and the Warwick District Local Plan for a station which will result in the positive enhancement of public transport provision to Kenilworth for commuters and visitors, utilising a brownfield site within walking distance of a reasonably large catchment population.

1.9. The application submission includes robust and sustainable outline design principles which will be taken forward into a quality detailed design.

1.10. The application also seeks deemed consent in accordance with the Town and Country Planning General Regulations 1992 (SI1492) which permit advertisements, that are needed by public bodies to give information or directions about the services they provide, including timetables, warning notices and bye laws.

The Proposed Development

1.11. The proposed station is located at Ordnance Survey (OS) Grid Reference E429220 N271742 (OS Landranger Map Grid Reference SP2971NW) between Leamington Spa and Coventry Stations on the single track section of the Coventry to Leamington Railway.

1.12. The site is identified within the adopted development plan (Warwick District Local Plan) for the development of a new railway station.

1.13. The station is accessibly located in the centre of the Kenilworth urban area, 250m east of the town's main shopping area. Direct vehicular and pedestrian access will be taken from the adjacent A462 Priory Road.

1.14. The station will offer rail connections for commuters and other rail passengers to a range of destinations in the West Midlands, as well as direct commuter services to London and the South East, and leisure options to Shropshire and Wales. Kenilworth Station is proposed to help address the problems and opportunities for Warwickshire's North-South Corridor through:

- Improving public transport opportunities between the key sub-regional, regional and national urban centres;
- Increasing rail network accessibility and optimising existing infrastructure;
- Increasing public transport usage in Warwickshire;
- Improving access to employment;
- Assisting the sustainable delivery of the sub-regional development and regeneration goals;
- Improving the performance of the existing transport network in the corridor; and
- Reducing overcrowding on existing rail services between Coventry and Leamington Spa.

1.15. The proposed Kenilworth station scheme will be developed in two phases of work as follows:
Phase 1

- Construction of a new station building including ticket office, waiting room and toilets;
- Construction of a new single platform to accommodate up to 8 x 24.5m car trains (including DDA compliant stairs and access ramp);
- New lighting, CCTV, public address (PA) and customer information systems;
- Hard and soft landscaping;
- A cycleway and pedestrian routes;
- Covered bike racks;
- Motorcycle parking;
- A car park with 5 DDA compliant spaces and 83 spaces for general use;
- A bus stop and taxi waiting area;
- A vehicle turning facility adjacent to the station accessed via Priory Road; and
- Retention of existing Lighthouse building, for either A2 Financial and Professional Services or C3 Residential.

Phase 2

- Extension of the then existing phase 1 platform if required and construction of a new additional platform of circa 200m to serve a new double track alignment;
- Construction of a DDA compliant station footbridge connecting the two platforms; and
- Additional lighting, CCTV, public address (PA) and customer information systems.

1.16. An indicative development layout is provided to demonstrate how the proposed development can be accommodated at the application site. This is shown on the “Site Location Plan – Proposed” attached at Appendix 2.

Timescales and Funding

1.17. The final infrastructure options proposed to deliver the station have been considered by Network Rail and are currently at Network Rail’s Guide to Railway Investment Projects (GRIP) Stage 3 (Option Selection), which provides an appropriate opportunity to seek outline planning permission. The subsequent GRIP stages 4 (Single Option Selection) and 5 (Detailed Design) will provide sufficient further detail to enable submission of the required reserved matters applications and the discharging of conditions prior to the commencement of development.

1.18. The total capital cost of the Kenilworth Station scheme is estimated to be £6.62m. The new station is programmed to open in early to mid 2013, with an estimated six month construction period for Phase 1 of the development. The new rail station will be delivered and operated by John Laing, under a Public Service Concession Contract to be entered into with the County Council, for a period of at least twenty years from opening. The ‘Lighthouse’ building will also be covered by this arrangement, for a use that is sympathetic and complimentary to the rail facility.
The Planning Statement

1.19. The purpose of the Planning Statement is to provide a clear understanding of the proposed development in line with all relevant planning policy and other material considerations that may have a bearing on the development of a railway station at the identified site. It is intended to assist WCC in its assessment of the relevant planning issues and to promote the case for the positive determination of the planning application.

1.20. The Statement includes the following sections:

- **Section 2** - provides a description of the site and surrounding area, the site history, a description of the proposed development and an outline of its current Local Plan allocation. Reference is also made to pre-application discussions and permitted development rights;

- **Section 3** - reviews the prevailing planning policies at national and local levels;

- **Section 4** - demonstrates that the principle of development is both appropriate and acceptable in planning terms;

- **Section 5** - summarises the associated environmental considerations and findings of the related assessments submitted with the application; and

- **Section 6** - concludes on all the issues relevant to determination of the application.
2. **Background**

**Background**

2.1. This section provides a brief overview of the background to the scheme which led to the submission of an outline planning application.

2.2. The application site is allocated in the Warwick District Local Plan for a railway station. Other development is not permitted on the site that may prejudice its development for this purpose. Further, the supporting text to the Policy SSP4 highlights a number of benefits associated with a new station at this site including increasing the travel choices available to residents and visitors; economic, social and environmental benefits; reducing reliance on the private car and promoting social inclusion.

2.3. The second Warwickshire Local Transport Plan, published in 2006, includes the proposed Kenilworth Station as a policy aspiration within the **Public Transport Interchange Strategy**. Policy PT1 4 of this Strategy states:

> "The County Council will develop proposals for public transport interchanges in order to increase accessibility of public transport services for existing and potential users and encourage car users to change to public transport for the whole or a substantial part of their journeys".

2.4. The proposed Kenilworth Station is also included as a policy aspiration within the emerging Warwickshire 3rd Local Transport Plan.

2.5. Kenilworth Station is proposed within this Strategy as a 'New Public Transport Interchange Facility'. The timescale for delivery of this new station was proposed within the 'short-term'. Thus, in 2009 WCC Transport Planning Group commissioned independent consultants to investigate the business case and economic feasibility for Kenilworth Station through the undertaking of financial and economic appraisal, in accordance with Department for Transport 'WebTAG' guidance. In June 2010 the Study was published as the "Leamington – Kenilworth – Coventry Rail Upgrade (NUCKLE Phase 2)" Major Scheme Business Case.

2.6. In parallel with the preparation of the Major Scheme Business Case, Atkins Ltd. were commissioned to undertake an engineering option and feasibility ("GRIP3") study for the proposed Kenilworth Station. This work confirmed the technical feasibility of the station, produced an environmental appraisal and provided the preferred outline design for the station as detailed in the Design and Access Statement and accompanying plans.

2.7. This background confirms WCCs policy justification for the development of Kenilworth Station, and the important preliminary appraisal work which reinforces the feasibility of the development.

**The Application Site**

**Current Use and Ownership**

2.8. The application site boundary is delineated in the plans in Appendices 1 and 2. It includes the entirety of the current Bailey Buildbase yard and buildings and the Lighthouse building as well as the railway line to the north and south of the yard and land to the east of the line. The existing pedestrian bridge and the right of way which runs along the north of the site are excluded from the application.
2.9. Network Rail own the land shown in blue on the Site Location Plan while the yard and buildings to the west are owned and occupied by Bailey Buildbase and are used as a builders merchant yard and retail area. WCC is in the process of purchasing the site and relocating Bailey Buildbase to another site in the town owned by the County Council.

2.10. The site is located on a bend on the corner of the tree lined Priory Road, where it meets with Station Road. It is approximately 250 metres east of the defined town centre boundary of Kenilworth which is considered to be within reasonable walking distance (approximately 5-10 minute walk).

2.11. Appendix 3 contains an extract of the Warwick District Local Plan which identifies the location of the application site (shaded in light brown stripes) and the proximity of Kenilworth Town Centre, to the west, in purple shading.

2.12. The current layout of the site is shown on application drawing ARC-001 Rev P05, which is enclosed at Appendix 1 for reference. The area of the application site is 0.79ha.

2.13. The site currently accommodates a warehouse unit, a retail store (the ‘Lighthouse’ building), a number of small storage sheds and an external storage area, all associated with builder’s merchants business operations.

2.14. There is some limited car parking to the front and side of the building and a concrete yard accommodating a number of small storage sheds and external storage areas, with adequate space for deliveries and collections, to the rear.

2.15. Current opening hours of the builder’s merchants are Monday to Friday 7:30am to 5pm and Saturday 8am to 5pm. These hours apply to both deliveries and customer visits.

Access

2.16. Access to the site is currently taken from Priory Road which is subject to a 30 mph speed limit, indicated by virtue of the presence of street lighting. The site access is un-segregated between vehicle carriageway and pedestrian footway; the access also includes a vehicle weighbridge. Parking is controlled by double yellow lines on both sides of the road. Further north and south along Priory Road/Waverley Road is designated on-street residents parking.

Land Use Designations

2.17. The site is not subject to any environmental or landscape designations. It is not specifically within a conservation area, but is close to the Kenilworth Conservation Area, which is shown on the proposed indicative layout drawing ARC-002 Rev P06 (Appendix 2). There are no listed buildings on or near the site. The closest listed building is situated some 950m away on Kenilworth High Street.

2.18. The site is located within Flood Zone 1, which is the least vulnerable to flooding.

2.19. The Warwick District Local Plan proposals map (extract at Appendix 3) identifies the whole site for the development of ‘Kenilworth Railway Station’ under Local Plan Policy SSP4.

Context

2.20. Kenilworth is a small historic market town in Warwickshire situated 6 miles south of Coventry and 6 miles north of Warwick. It is 90 miles north west of London and 21 miles south east of Birmingham and is regarded as a dormitory town for commuters to Coventry, Leamington Spa and Birmingham. Birmingham International Airport is close by and the M6, M42 and M40 motorways are within 10 miles of the town.

2.21. Kenilworth has a reputation for the good quality of its schools, there is an abundance of sporting facilities, two theatres and many groups and societies covering all ages.
2.22. Kenilworth is also a centre for tourism and offers both historic buildings, green spaces, local architecture, restaurants, small shops, cafes, bars, pubs and accommodation for tourists.

2.23. Since the closure of the former railway station at the site, the population of Kenilworth has increased significantly, by 50% to circa 24,000 inhabitants. Accordingly, sustainable transport demands in the local area are significant, and a new railway station would be well-used by both the local population and tourists visiting the town. The application site represents an ideal location for a new railway station as it is within walking distance of over 80% of the town’s population.

Surroundings

2.24. The site is bounded to the east by the existing railway line used by freight and passenger trains, beyond which are the gardens of two storey semi-detached residential properties. Most of these houses have a 2m high wooden fence to the rear with garden trees including Leylandii and some deciduous types which provide screening and noise mitigation. The houses are set approximately 2m above the level of the railway line.

2.25. To the south is a residential area around Lockhart Close separated from the site by a 2m high brick wall and fencing. Two metal gates provide Network Rail maintenance access to the rail line.

2.26. There is a modern, two storey residential development (Alexandra Court) to the north, constructed around a courtyard. Also, a footpath which is a public right of way runs along the site’s northern boundary giving access to the existing footbridge over the rail line.

2.27. To the west is a mix of residential and commercial properties with Kenilworth Methodist Church along the road to the north. The Kenilworth Conservation Area is located to the west of the application site, across Priory Road.

Permitted Development

2.28. Part 17, Class A of the GPDO 1995 states that “development by railway undertakers on their operational land, required in connection with the movement of traffic by rail”, constitutes permitted development.

2.29. Works will be required to realign existing railway track to ensure that the platforms are properly located in advance of future double tracking. Minor realignment works will take place within the planning application boundary. Track and signalling works will take place to the north of the proposed station at the Kenilworth Loop and at Leamington Spa. All these works are classed as permitted development and will be undertaken by Network Rail. These works do not form part of this planning application.

Planning History

2.30. The site was originally used as a railway station in 1844. However, the station was closed to both goods and passenger traffic in January 1965 and the station building was subsequently demolished several years later.

2.31. Following the demolition of the former station building, the site has been in use as a builder’s merchants yard, as confirmed by the earliest available planning history records dating back to the 1970s.

2.32. Appendix 4 sets out the planning history of the site since 1978. A number of applications for minor works including signage, creation of storage areas, extensions to the warehouse and storage building (occupied by the builder’s merchants) have been approved during the period 1978 to 1991. In 1990 an application was made, and consented, to continue the use of the premises, including the Lighthouse building, as a builder’s merchant (Class B8).
3. **Scheme Proposals**

3.1. This section of the Planning Statement describes the scheme submitted for consideration and the pre-application consultation that has been carried out.

**Proposed Development**

3.2. The proposed development is a railway station which will comprise of a station building and two platforms with access provided between platforms by means of a footbridge which will comply with all disability access requirements. Adjacent to the station will be an 88 space car park with bus stops, kiss and ride area, covered cycle parking and vehicle turning area providing access to and from Priory Road. Detailed investigations have shown that sufficient capacity exists within the proposed car park to meet demand from both rail passengers and those using the proposed 'Lighthouse' building in opening and future years.

3.3. Access and egress to the site will be taken from Priory Road as it is now. The existing access will be widened to improve lines of vision to and from the public highway and has been designed to accommodate two way traffic including cars, buses, delivery and emergency vehicles. Traffic enters and travels via an internal turning road which gives access to the bus stops, taxi rank, kiss and ride, laybys and the customer car park. Full details are included in the design and access statement.

3.4. A further design element is the inclusion of an historic window which was preserved from the 1884 station building. This will be included in the final design, if possible, at the detailed design stage.

3.5. It is proposed to construct the new Kenilworth Station in two phases. The key elements of each of the development phases is detailed below:

**Phase 1**

- Removing all existing buildings from the site;
- Construction of a new station building including ticket office, waiting room and toilets;
- Retention of existing 'Lighthouse' building, with flexible use for either A2 Financial and Professional Services or C3 Residential;
- Construction of a new single platform to accommodate up to 8 x 24.5m car trains, of circa 200m in length. The physical dimensions of the platforms will be based on Railway Group Standard GI/RT7016.
- DDA compliant access ramp and stairs from the station forecourt to the platform;
- New lighting, CCTV, public announcement (PA) and customer information systems;
- Hard and soft landscaping;
- A cycleway and pedestrian routes;
- Covered bike racks;
- A car park (88 spaces, including 5 DDA compliant spaces for 'blue-badge' parking);
- A bus stop and taxi waiting area; and
• A vehicle turning road giving access to and from Priory Road.

Phase 2

• Extend existing phase 1 platform 'Down' platform and construct an additional 'Up' platform (London bound) to serve a new double track alignment;

• Construction of a new DDA compliant station footbridge;

• Footbridge works will require construction of reinforced concrete foundations for staircase columns, main span columns and lift shafts; and

• Additional lighting, CCTV, public announcement (PA) and customer information systems.

3.6. It is envisaged that the development will generate both construction jobs and limited permanent full and part time jobs once complete. The build programme for the entire development, once reserved matters are approved, is estimated at approximately 18 - 24 months.

3.7. The timetabling decisions for trains are made by the train operators and are subject to final agreement by Network Rail and the Department for Transport (Rail). After detailed negotiation with the Train Operators and Network Rail, the earliest and latest trains anticipated to call at the proposed Kenilworth Station are as follows:

• 0550 (southbound); 0614 (northbound); and

• 2138 (southbound); 2114 (northbound).

3.8. It is intended that the ticket office opening hours will be circa 0530 to 1330 (dependent upon the final timetable/service patterns). The station will be operational from 5.30am until 10.00pm.

Scope of Application

3.9. Circular 01/2006 advises that, where applications are made in outline, a minimum level of information is required with the submission. The table below summarises this information in relation to the scheme proposals. More detailed information is contained within the Design and Access Statement.

<table>
<thead>
<tr>
<th>Use</th>
<th>The proposed use of the site is for a new railway station plus associated works. The existing Lighthouse building is proposed for retention, with flexibility to be used for any of the following use classes: A2 Financial and Professional Services or C3 Residential</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amount of Development</td>
<td>The proposed amount of development is listed above under 'Phase 1' and 'Phase 2'.</td>
</tr>
<tr>
<td>Layout</td>
<td>The application is accompanied by an indicative layout drawing (ref: ARC-002 Rev P05), which is based on site analysis and amount of development required.</td>
</tr>
<tr>
<td>Scale</td>
<td>The station building will be single storey, up to circa 6m high though this will be confirmed at reserved matters stage. The proposed bridge will be a minimum of 8.5 metres above the highest running rail. The bridge lift shafts will be a minimum of 11.7 metres above platform level. The platforms will be circa 200m in length and 915mm high relative to the nearest running rail and 730mm clear</td>
</tr>
<tr>
<td>laterally (on a straight track)</td>
<td></td>
</tr>
<tr>
<td>-------------------------------</td>
<td></td>
</tr>
<tr>
<td>Access</td>
<td></td>
</tr>
<tr>
<td>A potential access configuration is shown on the illustrative application drawing which is described in both the Transport Assessment and Design and Access Statement.</td>
<td></td>
</tr>
</tbody>
</table>

**Pre-application Consultation**

**Warwickshire County Council and Warwick District Council**

3.10. Consultation has been undertaken with WCC and Warwick District Council (WDC) to understand their requirements regarding the supporting environmental information necessary for this outline submission. The planning application documentation has been prepared on the basis of these discussions.

3.11. A letter submitted to WCC on 15 October 2010 under the terms of Regulation 5 of the Environmental Impact Assessment Regulations 1999 (the Regulations) requested a 'Screening Opinion' to confirm whether the proposal represented EIA development requiring an Environmental Statement (ES). The letter was accompanied by:

- A location plan;
- A description of the nature and purpose of the development and its possible effects on the environment.

3.12. A letter in response, dated 21 October 2010, was received from WCC stating that the application does not need to be accompanied by an Environmental Statement.

3.13. The application comprises 'Regulation 3 Development' under the terms of the Town and Country Planning (General Regulations) 1992.

**Other Consultation**

3.14. The pre-application consultation process has been extensive. As part of the design development process, discussions have been held with British Transport Police, environmental health officers, Network Rail, Warwickshire Museum Field Services and County Council ecologists.

3.15. In late 2009, market research was carried out by Steer Davies Gleave in Kenilworth, to define the effect of travel behaviour with and without the station. Of the 1000 people surveyed, a clear mode shift to rail of 75.6% was identified among those currently using other transport modes to travel to London, and a mode shift to rail of 64.2% among those currently using other transport modes to travel to Birmingham. The survey also specifically asked those surveyed if they supported the proposals for the station: 85% of Kenilworth residents and 47% of visitors said they would use the station.
4. Planning Policy Framework

4.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning decisions must be made in accordance with the development plan unless material considerations indicate otherwise. The development plan for the application site is the Warwick District Local Plan (adopted September 2007). While a small number of policies from the Warwickshire Structure Plan have been 'saved', they are not relevant to this application proposal.

4.2. Warwick District Council is due to commence work shortly on a Core Strategy and, consequently, there are currently no significantly progressed Local Development Framework (LDF) Documents.

4.3. Other policy documents that are material to the consideration and determination of this application are national planning policy guidance notes (PPG) and Planning Policy Statements (PPS).

4.4. This section of the Planning Statement provides a summary review of the prevailing planning policy that is relevant to the Kenilworth Railway Station proposals. Further detail of specific environmental and transportation planning policy is included in the other assessments which accompany the planning application.

National Policy and Guidance

Eddington Transport Study (December 2006)

4.5. The Eddington Study examined the impact of transport decisions on the economy and environment and provided recommendations on how the transport network should be modernised. The transport system should take full account of transport's wider impact on the economy, climate change, health, quality of life and the natural environment.

4.6. The Study indicated that the government should concentrate on improving existing road and rail networks to assist economic growth. Advice in paragraph 1.171 is that government should seek to deliver transport projects with the private sector to secure efficiency and value for money.

Delivering a Sustainable Transport System (November 2008)

4.7. The goals for Transport in the UK set by this document reflect those emphasised in the Eddington Study detailed in paragraph 4.5 above. These can be achieved through inter alia:

- Improving the performance of existing transport networks;
- Improving connectivity and reliability;
- Reducing emissions of carbon dioxide particularly from road transport; and
- Providing connections to and from rural areas and market towns.

4.8. In the ten years prior to 2008 rail use increased by 40% and this trend is predicted to continue. The document states that over the next five years further rail capacity improvements are planned to deal with growth in demand of circa 25%. The potential for private sector investment is also encouraged as are public-private partnerships.
PPS 1: Delivering Sustainable Development (2005)

4.9. PPS1 sets out the Government's key objective of promoting sustainable development.

4.10. Paragraph 5 set out how it plans to achieve this by:

- Making suitable land available for development;
- Contributing to sustainable economic development;
- Ensuring high quality development; and
- Ensuring that development supports local communities.

4.11. The guidance states that one of the key roles of planning policy is to foster economic development and investment consistent with the principles of sustainable development.

4.12. Paragraph 8 states that, where the development plan contains relevant policies, applications for planning permission should be determined in accordance with the plan, unless material considerations indicate otherwise.

4.13. Paragraph 23 acknowledges the Government's commitment to promoting a strong, stable and productive economy and encourages planning authorities to:

- Recognise that economic development can deliver environmental and social benefits;
- Recognise the wider sub regional, regional or national benefits of economic development and consider these alongside any adverse local impacts;
- Actively promote and facilitate good quality development, which is sustainable and consistent with their plans; and
- Ensure that infrastructure and services are provided to support new and existing economic development and housing.

4.14. Local Planning Authorities should seek to deliver sustainable development through various measures, as set out at Paragraph 27. These include to:

- Promote urban and rural regeneration to improve the well being of communities and create linkages; and
- Reduce the need to travel and encourage accessible public transport provision to secure more sustainable patterns of transport development.

4.15. Paragraph 28 states that planning decisions should be taken in accordance with the development plan unless other material considerations indicate otherwise. Further, it states that planning decisions taken in accordance with the development plan are therefore key to the delivery of sustainable development.

Supplement to PPS1: Planning and Climate Change (2007)

4.16. In determining planning applications for sustainable development, planning authorities should manage the delivery of a number of key planning objectives including:

- Urban growth that helps secure the fullest possible use of sustainable transport for moving freight, public transport, cycling and walking; and, that which overall reduces the need to travel, especially by car;
• Responding to the concerns of business and encourage competitiveness and technological innovation in mitigating and adapting to climate change.

PPS4: Planning for Sustainable Economic Growth (2009)

4.17. PPS4 sets out the Government's current objectives for sustainable economic development and promotes making the most efficient and effective use of land and buildings.

4.18. The aims to achieving sustainable economic growth include:

• Building prosperous communities by improving economic performance in both urban and rural areas;

• Delivering more sustainable patterns of development;

• Promoting regeneration and tackling deprivation; and

• Promoting the vitality and viability of town centres and other centres as important places for communities.

4.19. Policy EC2.1 of PPS4 (Planning for Sustainable Economic Growth) requires local planning authorities to ensure that their development plans “plan for the delivery of the sustainable transport and other infrastructure needed to support their planned economic development”.

4.20. In determining planning applications for economic development Policy EC10.1 calls for local planning authorities to adopt a positive and constructive approach and planning applications that secure sustainable economic growth should be treated favourably. The station, will result in economic growth in Kenilworth as a result of its increased accessibility.

4.21. Such proposals should be assessed against a number of considerations including minimising carbon dioxide emissions, accessibility, design, the impact on economic and physical regeneration in the area including the impact on deprived areas and social inclusion objectives and the impact on local employment.

PPG13: Transport (2001)

4.22. PPG13 provides policy advice on integrating transport with land use planning. The key objectives of the guidance are:

• To promote more sustainable transport choices for both people and for moving freight;

• Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and

• Reduce the need to travel, especially by car.

4.23. Paragraph 74 states that, as part of the development plan preparation process, local planning authorities, in conjunction with the local transport plan, should explore the potential, and identify proposals, for improving rail travel, including the reopening of rail lines, or creation of new stations on existing rail lines.


4.24. This Planning Policy Statement sets out the Government's key principles on increasing the development of renewable energy sources. It requires all development proposals to demonstrate economic, environmental and social benefits, as well as the measures that have been taken to minimise any negative environmental and social impacts.

4.25. In considering individual planning applications LPAs should satisfy themselves that the potential for contamination and any risks arising are properly assessed and that the development incorporates any necessary remediation and management to deal with unacceptable risk. The remediation of such sites through the granting of planning permission can be secured by the attachment of necessary conditions to remove any unacceptable risk and make the site suitable for its new use.


4.26. PPG24 acknowledges that noise is a material consideration in assessing planning applications and that it can affect the environment and quality of life enjoyed by both individuals and communities. As such, as far as practicable, potentially noisy developments should be located in areas where noise is not such an important consideration, or where that impact can be minimised.

4.27. It is however recognised that many employment creating uses generate some degree of noise and that the planning system should not place unnecessary obstacles in the way of development although, where possible, noise generating uses should be located away from noise sensitive development.

Local Policy and Guidance

Warwickshire Local Transport Plan (2006 – 2011)

4.28. Warwickshire’s second Local Transport Plan (LTP2) 2006-11 was adopted by the County Council in March 2006 and sets out how the County Council plans to improve transport in Warwickshire over the five year plan period. Work has also progressed on the preparation of Warwickshire’s Third Local Transport Plan (LTP3), due to be formally adopted in April 2011.

4.29. The Passenger Rail Strategy set out in Annex 2 of LTP2 identifies a number of objectives including improving accessibility for all to the transport system, improving travel to work and leisure choices, reducing impact on the environment, improve the travel experience and encourage integration with other modes of transport.

4.30. The Area and Passenger Rail Strategies list the proposed new stations, including Kenilworth, which will be designed to meet local needs, improve accessibility and reduce reliance on the car. It is noted that the scheme will promote modal shift and integration between different modes of transport. Access to the site by taxi’s buses, cycle racks and pedestrian access has been considered in the illustrative design.

4.31. The key factors identified in relation to the demand for passenger rail include:

- Population growth;
- Low car ownership in Warwickshire;
- Existing travel patterns between urban areas;
- Need to reduce the number of journeys by car; and
- Growth in rail passengers for work, retail, leisure and social reasons.

4.32. The draft LTP3 updates the information and policy aspirations set out in LTP2 and reaffirms the County Council’s commitment to delivering a new railway station in Kenilworth.
Warwick District Local Plan (2007)

4.33. Local level planning policy is contained within the adopted (September 2007) Warwick District Local Plan (WDLP).

Site Designation

4.34. The application site is identified on the Local Plan proposals map for ‘Kenilworth Railway Station’. The relevant Local Plan policy is Policy SSP4 which states, in full:

   “Land off Priory Road, Kenilworth, as defined on the Proposals Map, is allocated for the development of a railway station for Kenilworth. Other development will not be permitted on the above land if it would be likely to prejudice the implementation of the scheme.”

4.35. The supporting text to Policy SSP4, at paragraph 10.30, confirms the Local Transport Plan proposes the development of a new rail station to be pursued in the short term. This paragraph also highlights some of the identified benefits associated with a new station at this site:

   “The provision of a rail station for Kenilworth will increase the travel choices available to people when travelling to and from the town. This will provide significant economic, social and environmental benefits. It will also contribute towards reducing the reliance on the private car and promoting social inclusion.”

4.36. Paragraph 10.31 confirms that the Structure Plan also requires the Local Plan to safeguard land for a railway station at Kenilworth and previous consultation has indicated that support exists within the community for a new station at Kenilworth.

4.37. Paragraph 10.32 identifies the specific benefits of the application site for redevelopment for a new station, and refers to it being centrally located, close to the town centre and having good accessibility for pedestrians and cyclists.

Development Policies

4.38. Chapter 4 of the Local Plan contains a series of ‘development control’ policies, against which all applications for planning permission will be considered.

4.39. Policy DP1 relates to Layout and Design and states that development will only be permitted where it positively contributes to the character and quality of the environment through good layout and design. The policy contains a series of design criteria against which proposals are to be assessed, including in relation to respecting surrounding buildings in terms of scale, height form and massing, providing a safe and attractive environment and adopting appropriate materials and details.

4.40. Policy DP2 states that development will not be permitted where it would have an unacceptable impact on the amenity of nearby uses and residents. Paragraph 4.14 confirms that the relationship of the proposed development to surrounding uses and buildings is particularly important within residential areas.

4.41. Policy DP6 (Access) requires new developments to provide safe, convenient and attractive access routes for pedestrians, cyclists, and other users. The requirement for development proposals to be accompanied by a Transport Assessment is set out within Policy DP7 while Policy DP8 relates to car parking, and requires that new developments make provision for parking which:

   - Does not encourage unnecessary car use;
• Has regard to the location and accessibility of the site by means other than the private car;
• Does not result in on-street car parking detrimental to highway safety;
• Takes account of the parking needs of disabled car users, motorcyclists and cyclists; and
• Takes account of the requirements of commercial vehicles.

4.42. Policies DP12 and DP13 relate to energy efficiency and renewable sources. These policies seek to ensure developments which maximise building efficiency (e.g. through passive solar gain, minimal heat loss, limiting overshadowing, use of appropriate materials and renewable energy generation of 10% of total predicted energy needs in appropriate schemes).

4.43. Policy DP15 relates to inclusive accessibility and requires development layouts to meet the accessibility needs of all potential users. Development proposals are expected to demonstrate that they provide safe, easy and inclusive access to and within buildings and facilities.

        Sustaining Communities

4.44. Chapter 5 contains policies and guidance relating to community facilities and associated infrastructure.

4.45. Policy SC3 is concerned with 'supporting public transport interchanges'. It states:

        "Development of public transport interchanges will be permitted provided the benefits in terms of encouraging public transport outweigh any adverse impacts."

4.46. The supporting text to the policy, at paragraph 5.14, recognises that public transport interchanges are an essential component of a successful public transport network.
5. Scheme Assessment

5.1. The application is submitted in outline, with all matters reserved for future determination. The application proposals involve the redevelopment of a brownfield urban site for a new railway station plus associated works, as set out in full in Section 3 of this Planning Statement.

5.2. The key planning considerations, relevant to the application proposals are:

- The principle of redevelopment of the site for a new railway station;
- Economic and regeneration considerations;
- Sustainable development;
- Indicative design and layout;
- Transport and highways matters; and
- Environmental considerations.

5.3. With regard to the environmental consideration of the proposal, the outline application is accompanied by a suite of documents which provide detailed information in respect of design, landscaping, transport, cultural heritage, sustainability, ecology, noise, contaminated land and air quality. The findings of these assessments are summarised below.

 Principle of Development

5.4. There are no in-principle reasons why the application site should not be redeveloped for a new railway station and associated works. The site is allocated for this purpose, is not subject to any environmental or conservation designations, nor are there any listed buildings on or near the application site.

5.5. The site is presently operated as a builder's merchant's yard. Consequently it is an urban brownfield site. It is in close proximity to services and facilities at Kenilworth Town Centre. Planning policies and guidance at all levels seek to secure sustainable development through the efficient and effective use of such sites.

5.6. The site currently has planning permission for B8 use. Its redevelopment will meet sustainability objectives in that it is an urban brownfield site, in close proximity to its target population which will reduce journeys by car. Further, Kenilworth's attractions make it a visitor destination and the resulting new accessibility by train means that visitor numbers may increase.

5.7. While an Environmental Statement is not required for the proposals, the site has been fully assessed in respect of potential environmental constraints and there are no environmental impacts which cannot be mitigated against and therefore none that would prevent the development from proceeding. The assessment includes:

- Air quality;
- Noise;
- Contaminated land considerations; and
- Ecology.
5.8. Any mitigation needed during the construction and operational phases can be achieved by the imposition of suitably worded conditions. A summary of the various technical reports which accompany the application is included below.

5.9. The key consideration in terms of the suitability of the proposed use is the site's allocation within the adopted Warwick District Local Plan and in LTP2 and draft LTP3. Details of the site's Local Plan allocation are set out in paragraphs 4.34 to 4.37 of this Statement.

5.10. The proposed land use fully accords with the provisions of adopted development plan policy.

5.11. National policy and guidance set out in the Eddington Study, DaSTS report and PPS1 is focussed on delivering sustainable development. Key components to achieve this objective include:

- Taking account of transport's wider impact on the economy, climate change, health and quality of life and the environment;
- Improving existing road and rail networks and providing connections in rural areas and market towns thus supporting local communities;
- Reducing emissions of CO2, particularly from road transport;
- Making available suitable land for development;
- Encouraging sustainable economic development;
- Ensuring high quality development through design; and
- Ensuring accessible public transport provision.

5.12. The application proposals would meet all of the above government policy objectives and, consequently, would contribute towards delivering sustainable development.

5.13. The national transport objectives of improving the performance of existing transport networks, connectivity and reliability, reducing emissions and improving connections to and from rural areas and market towns are satisfied by the station proposal which will improve accessibility for work, leisure and social trips to and from Kenilworth, improve the existing network, assist in reducing car journeys and therefore emissions and secure private sector funding in partnership with the Council.

5.14. The proposed use of the site for a new railway station accords with adopted national and local level planning policies and guidance.

**Economic and Regeneration Considerations**

5.15. There is a national planning objective, which is also articulated at the local level, to foster economic development and investment with the aim of job creation and regeneration in line with sustainability principles. The government's aims and objectives in respect of economic development are set out in PPS4, as described in section 4 above.

5.16. PPS4 encourages local planning authorities to adopt a positive and constructive approach towards economic development proposals and treat such proposals favourably, with the overarching aim of building prosperous communities, reducing the gap in economic growth rates between regions, promoting regeneration and encouraging sustainable patterns of development.
5.17. Policy EC10.2 of FPS4 requires that all planning applications for economic development should be assessed against five key criteria. The application proposals accord with these criteria, as set out below:

1. The minimisation of carbon dioxide emissions and vulnerability to climate change as per the guidance set out in PPS1 on Planning and Climate Change.

5.18. As detailed in the accompanying Sustainability Statement, the energy demand for the development will be low, and detailed design measures to optimise passive solar gain, maximise natural ventilation etc. will ensure an energy efficient development. Through the detailed design process, the expected energy usage and efficiency for the building will be evaluated and renewable energy measures will be incorporated to reduce overall carbon dioxide emissions and vulnerability to climate change as required by this criterion.

2. Proposals should be accessible by a choice of means of transport.

5.19. The application site is in an accessible location, close to Kenilworth Town Centre, with good public transport links. Local bus service 543 directly serves the site. Within the vicinity of the site, existing provisions for cyclists and pedestrians are of very good quality, as described in the accompanying Transport Assessment. The delivery of a new railway station will create a transport interchange including bus, taxi, car, cycle facilities and train enhancing public transport provision and accessibility within the town.

3. Proposals should secure high quality, inclusive design which will improve the area.

5.20. Although the application is in outline the Design and Access Statement includes a number of parameters in relation to the design and layout of the site which will reflect its past use as a station, while catering for modern needs. It is intended at reserved matters stage that the proposed development will secure a high quality, inclusive design and make a positive contribution to the character of the local environment. Further, a window which has been preserved from the 1884 station building may be incorporated into the new station design.

4. Each application for economic development should be assessed in terms of its impact on economic and physical regeneration in the area.

5.21. The proposals would have positive economic benefits (see later in this section) for the immediate area by potentially increasing the number of visitor numbers for leisure and tourist uses. Redevelopment of a brownfield site for a sustainable public transport development, will contribute to physical regeneration in the area.

5. Proposals should be assessed in terms of their impact on local employment.

5.22. The development would provide permanent and temporary jobs which would be accessible to the local population. The new railway station can be expected to generate employment opportunities for local people. Additional trains along the route need drivers, guards, maintenance and cleaning staff.

5.23. At the local level, the potential economic benefits associated with the redevelopment of the application site for a new railway station are recognised. In support of the site's designation for a new railway station development, the Warwick District Local Plan (paragraph 10.30) states:

"The provision of a rail station for Kenilworth will increase the travel choices available to people when travelling to and from the town. This will provide significant economic, social and environmental benefits. [Emphasis added]."

5.24. The application proposals are likely to secure significant economic benefits through the implementation of the development (i.e. through permanent and temporary job creation, local
employment opportunities, net additional local expenditure and savings in terms of government transfer payments. In addition to these ‘direct’ economic benefits, there will also be, indirect, positive economic effects which might include: local and regional spend in relation to services and suppliers; indirect job creation in the wider local area; and construction jobs and training opportunities.

5.25. The redevelopment of the application site for a new railway station offers a chance to bring extra investment, new jobs, training opportunities, enhanced access to public transport and other regeneration opportunities to Kenilworth.

Temporary employment creation

5.26. The scheme will be a significant construction project which will generate turnover and temporary employment for construction firms and related trades.

Training and skills development initiatives

5.27. The scheme has the potential to make a major contribution to training and skills development in Kenilworth. Both during construction and post occupation there are a range of job brokerage and other recruitment initiatives that could be tailored to meet the needs of local people and prospective employers.

Additional local spending

5.28. The introduction of a public transport interchange in this location will increase the potential for additional spending in the local area, including in Kenilworth Town Centre. The accessibility of the town centre will be significantly greater as a result of a new transport interchange, and pedestrian footfall. Overall visits to the area are likely to increase. An indirect knock-on effect of increased accessibility is higher levels of local spending.

Multi-functional building use

5.29. While the main component of the development proposal is the new railway station, the scheme also proposes retention of the Lighthouse building, for either A2 Financial and Professional Services or C3 Residential. Consequently, there will be opportunities for local businesses and other interested groups to operate from this location, adjacent to a new railway station.

Physical regeneration and improving the character of the area

5.30. The site, in its current form, is not of high visual quality, nor does it maximise the use of the available land. The redevelopment into a new railway station will provide visual enhancements through high quality design, layout and landscaping and maximise the efficiency and effectiveness of the land. The development will make a significant contribution to improving the economic, social, environmental and physical assets of the local area.

Sustainable transport

5.31. The scheme will provide a new rail interchange, providing services between London, Leamington and Coventry and connections to Birmingham. The application site is in a sustainable location, with good accessibility across Kenilworth Town Centre.

Summary

5.32. The proposals represent a major opportunity for regeneration in Kenilworth, providing significant opportunities for local people to train and work in the town, and for the local (and wider) community to have improved access to sustainable public transport. There are no economic disadvantages to permitting the proposal which fulfils all of the stated economic
planning policy objectives at national, regional and local levels.

5.33. In general planning terms, the redevelopment of the site for a new high quality railway station development not only satisfies economic and regeneration policy objectives, but also sustainable development objectives, in particular the economic and employment generating re-use of previously developed urban land.

5.34. Therefore, the economic and regeneration benefits of the proposals include:

- Improved accessibility to the town resulting in higher levels of local spending in Kenilworth;
- Introduction of a public transport interchange to the benefit of local operating companies;
- A reduction in car journeys and therefore emissions;
- Limited permanent employment creation;
- Temporary construction employment opportunities;
- Reuse of the Lighthouse building for either A2 Financial and Professional Services or C3 residential;
- Regeneration of the site to the benefit of the immediate area and existing local businesses; and
- Reuse of a brownfield site.

**Sustainable Development**

5.35. National policy requires planning to facilitate and promote sustainable and inclusive patterns of development within the overarching context of climate change. Sustainability permeates all aspects of new development from land use and travel to work issues to sustainable construction methods and environmental protection.

5.36. In land use terms the proposed development will re-use previously developed urban land.

5.37. In national transport terms, the main planning policy objective (PPS1 and PPG13) is to reduce the need to travel and encourage accessible public transport provision, in order to secure more sustainable patterns of transport development.

5.38. The new railway station would meet this objective, through providing an appropriate facility in an accessible location, which improves passenger capacity and flexibility of the rail network, thus encouraging its use over other, less sustainable, forms of transport. The scheme will provide a new rail interchange, providing services between London, Leamington and Coventry and connections to Birmingham.

5.39. Other key components of the proposals, which contribute towards delivering sustainable development include:

- Soft landscaping;
- Cycleway and pedestrian routes;
- Secure (covered) cycle parking provision; and
- Bus stop and taxi waiting provision creating a 'transport interchange'.
5.40. The Sustainability Statement and Design and Access Statement, submitted in support of the application proposals, set out the various measures and commitments that the applicant has made in order to ensure delivery of a sustainable development. These include:

- Low overall energy demand for the development;
- Sustainable design (at reserved matters stage) (e.g. optimising passive solar gain, natural ventilation, insulated building fabric, energy efficient lighting, mains water conservation);
- Landscape design to take account of ecology and biodiversity considerations/opportunities;
- Sustainable construction techniques (e.g. waste minimisation, use of recycled materials where appropriate, retention of soil and excavation waste on site for use in landscaping etc);
- Incorporation of sustainable urban drainage systems (SUDS) technologies (e.g. porous paving and soakaways);
- Achievement of a bespoke BREEAM standard, details to be agreed with the LPA prior to detailed design stage;
- Provision of and adherence to a site waste management plan;
- Implementation of the considerate contractors scheme during the construction phase;
- Compliance with the Department for Transport’s Secure Station Scheme and ongoing liaison with the British Transport Police;
- Compliance with the ‘Park Mark’ accreditation for the car park; and
- Appropriate refuse and recycling facilities.

5.41. All of the above measures will ensure that the development not only functions fully to operator requirements, but complies with national and development plan policies and guidance relating to sustainable development.

Indicative Design, Layout and Access

5.42. The Design and Access Statement explains the historical context for the development, how the scheme has evolved, the main factors that have influenced the design process and the key components of the scheme submitted for consideration.

5.43. The application proposals would result in a significant improvement to both the application site and the surrounding area in terms of design quality, efficiency of use of land, landscaping and environmental considerations. This section of the Planning Statement and the Design and Access Statement explain how this would be achieved, in relation to the key development plan policy.

5.44. Local Plan Policy DP1 states that Development will only be permitted which positively contributes to the character and quality of its environment through good layout and design. Proposals are expected to demonstrate compliance with various criteria. While this application is in outline, with all matters reserved for future determination, the indicative information provided with the application demonstrates that this scheme can comply with the relevant design criteria as listed above. Each is considered briefly in turn.

- Relationship with existing settlement in terms of physical form, patterns of movement and land use
The proposed development would enhance the existing settlement in terms of its physical form (by replacing a builder’s merchants with a high quality railway station facility), patterns of movement (through increasing accessibility to public transport) and land use (through compliance with the site’s designation).

- Established urban character of streets and other spaces

The indicative layout, as shown in plan form and illustrated in the Design and Access Statement, would simplify and reinforce the established urban character of the area, including in relation to street form. The indicative design demonstrates that internal circulation routes would be simple and straightforward, and link with the existing road network. The inclusion of hard and soft landscaping will ensure an appropriate design quality to the site boundaries.

- Local architectural and historical distinctiveness

The application site is not located in an area with significant local architectural or historical distinctiveness, but is close to the Kenilworth Conservation Area. This factor has influenced the indicative design proposals as detailed in the Design and Access Statement which favour an approach reflecting the historic use of the site as a station.

The indicative and illustrative designs of the proposed station building have taken account of the former station building (photographs on page 10 of the Design and Access Statement) and there is also the opportunity to make use of the historic station window within the new station building. Consequently, the scheme takes full and proper account of the historical context of the site.

- Incorporation of existing features into development

Where possible, Policy DP1 seeks to enhance and incorporate important existing features into the development. The site has no natural features though the application proposals include retention of the existing Lighthouse building, and propose a range of possible uses.

- Respect surrounding buildings in terms of scale, height, form and massing

It is anticipated that the proposed station building will be a small, single storey structure, with a maximum height of up to circa 6m in height which will be lower than the ridge height of surrounding buildings. Consequently, the scheme proposals are respectful of the site’s surroundings in terms of scale, height, form and massing.

- Use of appropriate materials

Materials may include red brick, with precast stone to surround windows and entrance doors, a glazed canopy over the entrance and ticket machines, plus incorporation of the original station building window. As set out in the Sustainability Statement, the choice of materials will also have regard to sustainability considerations (e.g. preference for materials which are grown, natural, recycled or locally sourced).

- Improve accessibility to other spaces

Policy DP1 requires developments to improve access to adjoining spaces and enhance amenities. The redevelopment of the site will open up the vista at this point on Priory Road, allowing views from the road back to the station building. Ease of access into the station by pedestrians and cyclists, the provisions of cycle racks as well as a clear and open vehicular access and egress will facilitate connections to Priory Road and the amenities thereon as well as the rest of the town.
• Provision of a safe and attractive environment

The submitted design concepts have been developed in consultation with the British Transport Police (BTP) Crime Prevention through Design Advisor. Key recommendations will be adopted including compliance with the Department for Transport’s Secure Station Scheme. The development will also result in reducing the ‘built up’ obscuring of the public right of way, clear lines of sight, enhanced lighting and CCTV.

• Inclusion of sustainable waste management strategies

The applicant is committed to implementing sustainable waste management programmes. Refuse and recycling stores will be provided within the curtilage of the station and these will be within easy access of the station building and allow for clear access from Priory Road for local authority collection.

Summary

5.45. This section has demonstrated that, whilst the application proposals are in outline, the indicative design and layout is well-considered and compliant with design/layout policy requirements. Further information is contained within the Design and Access Statement and other supporting application documents.

Transport and Highways

5.46. The key national and regional advice in relation to transportation is to encourage sustainable transport usage, assess the impact of new proposals on the road network, address car parking matters and provide mitigation where necessary.

5.47. A Transportation Assessment (TA) has been prepared by WCC, and has been the subject of pre-application discussions with Development Control Officers.

5.48. The TA contains analysis of the application proposals in respect of:
• Existing site information, such as existing use, trip generation and access arrangements;
• Review of existing public transport provision;
• Accident data in the local area;
• Assessment of existing local road network operations;
• Car and cycle parking provision;
• Change of use of the Lighthouse building to Class A2 or C3 use; access arrangements (and associated road safety audit); and
• Assessment of the highway impacts of the proposed development in opening and future years, including an assessment of the number of trips and their distribution across the local transport network.

5.49. Based on analysis in respect of the above, the TA concludes that:
• The proposal accords with transport policy at all levels in supporting economic growth, reducing transport emissions, contributing to safety and equality of opportunity;
• The site is ideally located in terms of its catchment population and accessibility by public transport;
• The proposed car parking is sufficient to accommodate demand now and in the future;
- Due to the highly accessible location of the proposed station, the expected number of vehicle trips generated will be low. The new station development will also have a positive impact in reducing the volumes of large goods vehicles using the A452 Priory Road;

- Changing the use of the Lighthouse building will generate negligible volumes of trips in the peak hours; and thus

- The traffic impact at the site will be minimal; demonstrating no detrimental effect on the local road network either in opening or 2018 future year assessment.

5.50. Consequently, all transport-related aspects of the proposed development are acceptable, and comply with the relevant planning policy framework.

Environmental Considerations

5.51. At national level there is a series of Planning Policy Statements and Guidance controlling the environmental impacts of development, the aims of which, in general, are to ensure that all potential environmental matters have been thoroughly examined, assessed and where necessary mitigation has been proposed.

5.52. A number of reports have been prepared by Atkins and are submitted with the application. The key environmental issues raised in the reports in relation to the proposed development are summarised below.

Flooding/Hydrology

5.53. The site does not lie within an area at risk of flooding. A Management Plan for surface water run off will be provided at detailed design stage which will undoubtedly be an improvement on the existing situation where unassessed drainage conditions have existed for many years.

Ecology

5.54. Atkins has prepared an Ecological Constraints Report which is submitted with the application. The Report sets out the findings of a Phase 1 ecological survey and desk top study undertaken in October 2010. Pre-application discussions regarding scope and further survey work were held with WCC Senior Ecologist David Lowe.

5.55. In relation to invasive species, the presence of variegated yellow archangel and Japanese Knotweed has been noted and, where possible, it will be removed from the site.

5.56. A Precautionary Method of Working is recommended in relation to the potential for reptiles and areas of suitable habitat retained within the site although natural sighting has not been made.

5.57. It is recommended that the trees on site can be heavily pruned in order to minimise nesting prior to the bird breeding season.

5.58. Following discussions with Warwickshire County Ecologist a Phase 2 survey has been undertaken which further assesses the potential for bats, badgers and great crested newts as recommended by the findings of the Phase 1 survey.

5.59. It is also noted in the Phase 1 report that further liaison will need to be undertaken with the County Ecologist in relation to potential impacts to designated sites i.e. two Local Nature Reserves are within 500m of the site as are six Ecosites.

5.60. An Ecological Impact Assessment report will be produced and submitted shortly, as per guidance from WCC Ecology.
Land Contamination

5.61. A Contaminated Land Desk Study Report, prepared by Atkins in November 2010 is submitted with the application.

5.62. Pre-application consultation has been undertaken with Mr Jenkins, Environmental Health Officer, Warwick DC (The Contaminated Land Officer advised that they would mirror any requests for information made by WDC). As a result an initial phase of contaminated land assessment has been undertaken comprising a desk study report; compilation of a preliminary Conceptual Site Model (CSM), identifying potential sources of contamination, exposure / migration pathways and sensitive receptors; and a Preliminary Risk Assessment, identifying features which require additional investigation or assessment in order to fully characterise the potential risk.

5.63. The Report concludes that both made ground and natural ground have the potential to be contaminated, based on the site's historical uses and there is the potential for ground borne gas on or near the site.

5.64. It is recommended that an intrusive investigation is undertaken to determine the level of risk posed to human health and property receptors and ensure that any unacceptable risks are mitigated by appropriate remedial works which can be the subject of planning condition.

Noise

5.65. Pre-application consultation has been undertaken with Mr Jenkins, Environmental Health Officer, of Warwick DC which has established the scope of information required to support the acoustics / noise / vibration aspects of the application. These include a baseline noise survey to establish the background and ambient noise levels at the noise-sensitive receivers, an assessment of the potential construction and operational noise and vibration impacts of the proposal and indicates mitigation measures where required.

5.66. In particular, the potential impact of noise from construction, the public address system, the car park and bus shelter, fixed mechanical plant, rail and road traffic and from the substation has been assessed.

5.67. The assessment concludes:

- With appropriate noise mitigation measures and good working practices, it would be possible to minimise the duration and extent of significant construction noise effects;
- An appropriate vibration method should be chosen which is least likely to give rise to unacceptable vibrations during the construction of foundations in particular;
- It should be practicable to minimise noise impacts from the PA system by restricting the location, number and direction of loudspeakers and by the use of passenger information display systems;
- Once the type and location of any mechanical plant is known, a further assessment should be undertaken and if necessary mitigation applied including use of quiet plant, locating plant away from residential properties, use of silencers, acoustic enclosures and noise barriers;
- During weekdays any noise from the bus shelter and car park would be commensurate with the existing daytime ambient noise levels. In order to limit noise exposure at weekends to acceptable levels, in particular to Alexandra Court flats, the existing perimeter wall is to be retained and the proposed bus shelters designed as noise barriers; and
- There would be no significant impacts from changes in alignment and operation of rail or
road traffic generated by the new station in the wider road network or from the existing substation.

**Air Quality**

5.68. Consultation has been undertaken with Mr Davis of Warwick District Council’s Environmental Pollution Division and the scope of an Air Quality Assessment (AQA) agreed. The AQA comprises a review of baseline air pollutant concentrations; assessment of the potential effects from dust during construction works; the potential effects on local air quality of constructional and operational vehicular movements on the surrounding road network; and assessment of the potential effects on local air quality as a result of changes to the railway line alignment and train movements.

5.69. The assessment concludes that:

- The development site is not located within an Air Quality Management Area (AQMA);
- With the application of good site management practices there is likely to be a minimal impact from dust raising activities during construction. Any potential adverse effects will be short term for the duration of the construction period;
- The effect on local air quality as a result of the changes in road traffic flow will be neutral for air pollutants and therefore no mitigation is necessary; and
- The effect on local air quality from changes to the railway line alignment and train movements as a result of the proposed development will be neutral. The potential for any impact on emissions lies mainly with the saving in emissions resulting from modal shift from road transport to the rail network.

**Cultural Heritage Assessment**

5.70. An assessment of the impact on the cultural heritage of the proposed development was carried out by the Warwickshire Museum Archaeology Projects Group in September/October 2010. The Cultural Heritage Assessment forms part of the application submission.

5.71. The only cultural heritage site in the site’s vicinity is the Kenilworth Conservation area. The assessment concludes that the Conservation Area would be unaffected, as would the Priory Road Methodist Chapel, which is of minor local interest.

5.72. No early archaeological remains are recorded in the vicinity of the site and, although it is possible that unknown remains may have existed within the site, given its subsequent development history, it is unlikely that anything significant will have survived. Consequently it is considered that no mitigation is necessary.

5.73. The potential impact of the demolition of the surviving Kenilworth station goods yard building and possible disturbance to foundations of other station structures is negligible in that the features will be too poorly preserved to be accorded any significance. No mitigation is necessary.

**Summary**

5.74. The applicant has assessed all relevant transportation and environmental issues and the resulting reports are provided as part of the application submission. It has been found, generally, that the environmental risks and impacts upon this site will be minimal and indeed, in a number of respects, the proposals will result in an improved environment to that which currently exists.

5.75. There are no reasons why the development should not proceed on environmental grounds subject to appropriate mitigation where necessary.
6. **Conclusions**

6.1. The planning application proposes to redevelop land at Priory Road, Kenilworth for a new railway station and to reuse the Lighthouse building for either A2 Financial and Professional Services or C3 Residential.

6.2. Section 5 of this Planning Statement identifies and analyses the key planning considerations relevant to the proposals as follows:

- The principle of redevelopment of the site is acceptable in policy terms and there are no other reasons (e.g. physical/environmental constraints) why the development could not proceed;

- There is an identified demand for the station, both in the current and emerging Warwickshire Local Transport Plans and from an on street survey of population and visitors;

- The site is not subject to statutory or non statutory environmental designations, and the proximity of the Kenilworth Conservation Area has been taken into account during the design development process;

- The proposed land use (i.e. new railway station development) accords with the site’s allocation in the Warwick District Local Plan, which recognises that redevelopment for this use would deliver significant economic, social and environmental benefits;

- The proposals involve the re-use of brownfield urban land in a highly accessible location within walking distance of 80% of the town’s population and thus contributes towards meeting sustainable development objectives;

- The key policy in PPS4 (EC10.1) calls for local authorities to adopt a positive and constructive approach towards planning applications for economic development;

- The proposal meets all the criteria in PPS4 in relation to minimising carbon dioxide emissions, accessibility by a choice of means of transport, high quality inclusive design, economic and physical regeneration benefits and local employment creation;

- The proposed development would result in significant economic and regeneration benefits through permanent and temporary job creation, local employment opportunities, training initiatives, physical regeneration and sustainable transport;

- There are also likely to be positive economic ‘knock-on’ effects, for example, local and regional spend in relation to services and suppliers and indirect job creation in the wider area;

- The scheme proposals contribute to meeting the Government’s main planning objective: delivering sustainable development. The proposals meet this requirement through increasing accessibility to public transport, providing new public transport infrastructure, efficiently and effectively using previously-developed land and incorporating sustainable design techniques;

- Although the application is in outline, the indicative scheme design complies with the relevant criteria of key local plan policies;

- The scheme proposals are acceptable in all transport-related aspects, including indicative access/egress arrangements, traffic movements, trip generation and parking;
and

- The supporting environmental reports confirm that the proposed station is acceptable in all environmental-related considerations, including in relation to ecology, land contamination, noise, air quality and archaeology. There are no environmental reasons why the development should not proceed, subject to appropriate mitigation before construction works begin.

6.3. The proposed development is supported by planning policy at all levels. It will contribute significantly to economic and sustainable development and employment creation; utilise an existing brownfield site; result in an improved site layout and access; and, there will be no unacceptable environmental impacts which cannot be mitigated. Importantly, in providing an alternative to car use for commuter and visitor trips, the station facility has the capacity to assist in reducing carbon dioxide emissions.
<table>
<thead>
<tr>
<th>LPA Reference / Applicant</th>
<th>Description of development</th>
<th>Registration date</th>
<th>Decision</th>
<th>Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>W/78/1229 (Whiteman Builders Merchants Ltd)</td>
<td>Display of internally illuminated double sided projecting sign 650mm x 650mm x 190mm.</td>
<td>N/A</td>
<td>Refused on 9th November 1978</td>
<td></td>
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<tr>
<td>W/79/0219 (Whiteman Builders Merchants Ltd)</td>
<td>Erection of a single storey building for storage cutting of wood at rear.</td>
<td>N/A</td>
<td>Refused 4th on April 1979</td>
<td></td>
</tr>
<tr>
<td>W/82/0446 (Whiteman Builders Merchants Ltd)</td>
<td>Erection of covered storage area (30.5 sqm).</td>
<td>N/A</td>
<td>Approved on 30th June 1982</td>
<td>N/A</td>
</tr>
</tbody>
</table>
| W/90/1400 (Niall Bailey (Building Supp.) Ltd) | Continued use of premises as a builders merchants (class B8). | 12th November 1990 | Approved subject to conditions on 9th January 1991 | (1) The development to which this permission relates must be begun not later than the expiration of five years from the date of this permission. REASON: To comply with Section 91 of the Town and Country Planning Act 1990.  
(2) Use of the site shall not commence until a scheme to prevent parking on the forecourt, and to provide parking and turning space within the site, has been submitted to and approved by the District Planning Authority and such approved scheme shall be completed before the site is occupied. REASON: In the interest of road safety.  
(3) The premises shall be used only between the hours of 8.00am and 6.00pm Mondays to Saturdays and not at any time on Sundays. |
Kenilworth – New Railway Station
Planning History Schedule

<table>
<thead>
<tr>
<th>Application Number</th>
<th>Description</th>
<th>Date Approved</th>
<th>Date Condition</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>W/91/0265 (Niall Bailey (Building Supplies) Ltd)</td>
<td>Erection of extensions to warehouse and open storage building</td>
<td>4th March 1991</td>
<td>Approved subject to conditions on 10th April 1991</td>
<td>(1) The development to which this permission relates must be begun not later than the expiration of five years from the date of this permission. REASON: To comply with Section 91 of the Town and Country Planning Act 1990. (2) Satisfactory samples of all external facing materials to be used for the construction of the development hereby permitted, shall be submitted to and approved by the District Planning Authority before any constructional works are commenced, and no materials other than those so approved shall be used for the development. REASON: To ensure that the amenities of the area are not adversely affected by the appearance of the materials to be used.</td>
</tr>
<tr>
<td>W/91/0251 (Niall Bailey (Building Supplies) Ltd)</td>
<td>Display of illuminated and non-illuminated fascia lettering together with a non-illuminated sign on side wall</td>
<td>4th March 1991</td>
<td>Approved on 10th April 1991</td>
<td>(1) The maximum luminance of the illuminated sign shall not exceed 800 candellas per sq.m. at any time and glare shall not be created or light allowed to spill onto public highway from this source. REASON: In the interest of road safety.</td>
</tr>
</tbody>
</table>
(2) The sign shall only be illuminated between the hours of 8.00am and 6.00pm Mondays to Saturdays and not at any time on Sundays.
REASON: In order to preserve a satisfactory environment and to ensure the predominantly residential nature of the area is not prejudiced.